CLASSIFICATION

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INFORMACH THE THE

CD NO.

COUNTRY Germany (Russian Zone)

CONFIDENTIAL

DATE DISTR. 28 APR 1949

25X1A2g

SUBJECT

Serious Shortage of Railroad Wheel Flanges

NO. OF PAGES 2

25X1A2g

PLACE ACQUIRED

DATE OF INF

25X1X6

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NO. OF ENCLS.

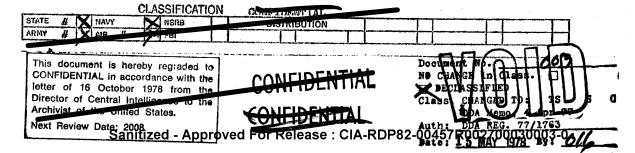
SUPPLEMENT TO REPORT NO.

NO. O CLISTED SUPPL REPORT



- 1. The shortage of flanges for locomotives of Eastern Zone reilroeds has become so desperate that the SNA consented to return a dismantled rolling mill which has been producing railroad flanges. The mill was dismantled in 1946 and shipped to Russia, where, apparently, it was never assembled or put into operation. The rolling mill is to be assembled on the premises of one of the former plants of the Mitteldeutsche Stellwerke in Gröditz near Riesa and is scheduled to be ready for operation by May 1949.
- 2. The admissible minimum thickness of railway wheel flanges is considered to be 25 mm., although an agreement between the Central European railway administrations prescribed that no wheel flanges under 35 mm. thickness be used. Before the war, wheel flanges of the German railroads had a thickness of 50 mm.
- 3. In May 1948, in view of the acute shortage of flanges, the Central Procurement Office of the railway authorized the use of wheel flanges of 25 mm. thickness for slow-moving freight trains.
- 4. A letter of the German Economic Commission, Central Administration for Transportation, dated 9 February 1949, and addressed to all railroad repair shops, requests that only flanges under 25 mm. thickness be used for freight cars without air brakes, because of the difficulty of replacing worn-out flanges. The repair shops were further instructed to observe in future the following flange measurements:

		Thickness of On leaving repair shops	f Flanges Operational minimum
a.	for freight trains		
	cars without air brakes	20 - 22 mm.	18 mm.
	cars with air brakes	22 - 25 mm.	20 mm.
	cars with air brakes, arle- load capacity 18 - 20 tons	25 - 30 mm.	22 mm.



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CENTRAL INTELLIGENCE AGENCY

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Thickness of Flanges

On leaving repair shops

Operational minimum

b. for <u>passenger care</u> & <u>S-Bahn care</u>

25 - 30 mm.

22 mm.

The repair shops, however, were cautioned that the safe operation of trains might be endangered through the use of worn-out flanges and they were instructed to report immediately any signs of dangerous deterioration.

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